

Response

T4 - Robert Boksch (Cont.)

8. If there is sufficient demand a ramp to Farwell Road from the NSF can be added. The ramp would tie into Farwell Road just east of the US 2 ramp overcrossing with a signal.

DOT/NORTH/SOUTH FREEWAY

1 on the clover leaf after the tight circle and so on.

2 In any case, the clover leaf which has been
3 designed for the Newport Highway and freeway interchange
4 strikes me as being particularly bad. And I ask myself
5 how does one get northbound on the freeway to Hastings
6 Road, which after all is going to be the main east/west
7 road in that vicinity. And it turns out you can't do it.

8 Take a look at the plan out there. If you
9 take the northbound Newport Highway exit you go over
10 Farwell Road on a bridge and are then on Newport Highway
11 considerably north of that intersection. And, of course,
12 you don't have the ^{light there to head north.} I don't think you're expecting
13 people to make U-turns on Newport Highway at that point
14 because that's a high speed highway.

15 The only way I can see to get to Farwell
16 Road if you're northbound on the freeway is to go around
17 the first loop, which will take you to southbound Newport
18 Highway, going the wrong direction, immediately go around
19 the second loop, which will take you to the southbound
20 freeway, and then go around the third loop to northbound
21 Newport Highway and get in the left-hand turn lane.

22 It's a very strange interchange, and I would
23 strongly encourage the engineers to reconsider this and
24 put a diamond back in there, assuming that we don't have
25 enough money ^{or enough tax dollars} or funding to put the kind of interchange

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Response

T4 - Robert Boksch (Cont.)

9. The Park and Ride Lot would access Farwell Road. Farwell Road access is to US 2, and US 2 provides access to the NSF. Spokane Transit Authority provided impute as to locations of all Park and Ride Lots.

T5 - Lucy Reiner

DOT/NORTH/SOUTH FREEWAY

1 that we have on the 405 and I-90 over in the Seattle
2 area.

3 Finally, another interesting situation is
4 the park and ride lot shown at the intersection of the
5 freeway at Hastings Road over by Wandemere Shopping
6 Center. And if you look at that and say, well, where's
7 people going to park? Where are they going to go?, the
8 only way you can go is north because that's an
9 interchange, which apparently means that that's a lot
10 that is designed for Deer Park traffic. But on the other
11 hand, STA does not go to Deer Park.

12 There is no way that you can get from that
13 STA lot southbound on the freeway location. You have to
14 travel all the way back over the Newport Highway. And,
15 therefore, I would propose that that lot is really a
16 ridiculous thing.

17 MR. STIER: I would ask the people testifying
18 to speak up as best you can and perhaps not speak so fast
19 that the court reporter can't understand what you're
20 saying. So that would help very much.

21 Lucy Reiner?

22 THE WITNESS: Lucy Reiner, East ³¹³~~311~~
23 Baldwin
~~Lockwood~~.

24 I don't know where to start on this because
25 I am opposed to a freeway. I believe that our living

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T5

Response

T5 - Lucy Reiner (Cont.)

1. Non structural solutions were addressed in chapter 2 of the DEIS. It was concluded that while highly desirable to implement and enhance these types of transportation modes they could not be expected in themselves to accommodate existing or future needs. See Beltway/Bypass section of the FEIS.

DOT/NORTH/SOUTH FREEWAY

1 environment is being badly affected by the automobile.
2 We've done so much.

3 In the neighborhood that I live in, which is
4 I have Division and Ruby couplet to the west of me and
5 Hamilton to the east of me. And we're very affected by,
6 adversely affected by traffic and the air quality.

7 And I don't think that the answer is to build
8 freeways, to widen streets, which has happened quite a
9 bit in my neighborhood.

10 I believe that we have to look for
11 alternative transportation, which is transit or light
12 rail or the beltway.

13 I was recently in Seattle, and I was almost
14 hysterical when I saw the freeway system. I mean, it was
15 lunacy, you know, what we've done to our environment.
16 And I thought thank God that they get the money and
17 that we don't because I don't want to see our Spokane
18 turning into a Seattle.

19 My glasses broke today so I couldn't write
20 anything down, so I'm just kind of going over in my mind
21 what I wanted to say. And it's kind of hard to do, so
22 maybe I'll just leave the rest to written comment.

23 But thank you very much for giving me this
24 opportunity to say what I have to say.

25 MR. STIER: Thank you. Patrick

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Response

T6 - Patrick Mertens

1. See Beltway/Bypass section of FEIS.

DOT/NORTH/SOUTH FREEWAY

1 Mertens?

2 THE WITNESS: The reason I'm wearing my hat
3 is because I'm a veteran of two wars. I flew 35 missions
4 as a V17 flight commander commanding a squadron to
5 protect this country.

6 I think I know what I'm talking about. I've
7 driven over a million three hundred thousand miles in
8 my life all over the United States, all over Europe,
9 including the wrong side of the street in England. And I
10 think I know a lot about streets and highways, and I've
11 propose over and over and over in this Spokane area a
12 beltline freeway around this city and it falls on deaf
13 ears.

14 You know what the city fathers of Spokane
15 said in 1976? It would lead to urban sprawl. That's why
16 they didn't want a beltline freeway around our city.

17 And if I've asked people who worked for the
18 Departments of Transportation and everything "Have you
19 ever driven a beltline freeway?" And "No, I never have."
20 I said "Well, why the hell don't you get on an airplane
21 and fly back to Minneapolis/St. Paul or Lexington,
22 Kentucky, or some place in the United States where we
23 have them and see how it works?"

24 Because trucks don't drive through the cities
25 in those towns and people don't drive through the city to

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T6

1

Response

T6 - Patrick Mertens (Cont.)

2. Spokane Transit Authority currently operates park and ride lots in the Spokane region. An additional eight park and ride lots are proposed with the build alternatives.

3. The build alternatives provide a route for trucks traveling north/south to use without having to travel on city streets. This alternative also provides a high speed route to enter and exit the city of Spokane from the north side. A beltway would not remove truck or other traffic off of city arterials whose destination is to or from the core area of Spokane.

DOT/NORTH/SOUTH FREEWAY

1 get over there. They drive out to the freeway and
2 around.

3 And it always falls on deaf ears. I don't
4 know why. They just don't seem to understand and they
5 won't take the time or the effort or anything else to go
6 and find out why it works.

7 The advantages of a beltline freeway are that
8 satellite parking lots could be built all around the
9 beltline so you can have mass transit, take people into
10 their jobs and back out again so they didn't have to
11 clutter the highways with their cars.

12 Think of the environmental impact on all the
13 carbon monoxide and everything else that we'd get away
14 from if we had this type of system in every city in the
15 United States.

16 Trucking organizations don't like to drive
17 their trucks on our city streets, and when they do, what
18 happens, all our streets break down and then we have
19 nobody in the city spending the money to repair them.

20 And the truckers would a lot rather drive out
21 to the beltline and drive around so they can go south or
22 north or west or east. And believe me, it works because
23 I've -- I was a salesman 28, 30 years of my life with
24 Lever Brothers and I drove all over the United States and
25 I know that this system works. And if I wanted to go,

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Response

T6 - Patrick Mertens (Cont.)

T7 - Julian Powers

1. Other transportation improvements will be required during the construction of a NSF. The key issue in getting improvement projects on the ground is funding. Not all transportation or transportation related funds for this region would be diverted to the construction of the NSF.

2. This study was developed to evaluate ways to meet needs identified in Chapter 2 of the DEIS. At this time vehicle usage is projected to continue increasing. Reducing traffic volumes by voluntary methods is not expected to make enough of a reduction in traffic volumes to eliminate the need for additional highways.

DOT/NORTH/SOUTH FREEWAY

1 like if I was in Minneapolis/St. Paul and I wanted to go
2 to north Minnesota, I'd drive out to that beltway freeway
3 and drive up to the highway that was going there.

4 It makes so much sense. I just can't
5 understand why people don't understand and don't want to
6 even look at it. All they ^{think} worry about is they got tunnel
7 vision. They want to go this way or that way or that
8 way. And then what kind of problems does it solve? I
9 mean, what kind of problems does it cause? More problems
10 than it helps. Thank you very much.

11 MR. STIER: Thank you, Mr. Mertens. Charles
12 Shik? I'll move on. Julian Powers?

13 THE WITNESS: My name is Julian Powers, South
14 ^{Adams} 2028 Evan, 99203.

15 I think there are some basic problems.

16 First, the cost. 2.1 billion. It's gone
17 up recently. My understanding is that the total amount
18 of money spent in this area for transportation,
19 construction, maintenance operations for a 20-year period
20 is around two billion dollars.

21 Are we going to shut down everything for 20
22 years to build this? I think the answer is no.

23 Another problem. If it were to be built and
24 you wouldn't have it complete until at least 2020, and
25 with the increase of like 50 percent, as I remember

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Response

T7 - Julian Powers (Cont.)

3. As a result of this project, Federal and State of Washington Ambient Air Quality Standards for carbon monoxide are not projected to be exceeded in the design year 2010 or 2020.

4. As stated, rail is efficient in moving freight over longer distances. Currently this is an economic decision by the shipper.

DOT/NORTH/SOUTH FREEWAY

1 Harold's number, in vehicle miles traveled by that time,
2 the problems we have now would be relatively
3 insignificant. So we would be solving a problem too late
4 even if we did it.

5 The real problem, however, is that as long as
6 we have a Clean Air Act we have a problem with carbon
7 monoxide. January 10, '95 it was over 10 particles
8 per million. The limit is nine. We are up against that
9 limit. We're not going to change the winds or the
10 climate or the hills.

11 We have an increase in vehicle miles traveled
12 that's going up very rapidly. We are not going to have
13 the Silver Bullet, electric cars or nonpolluting fuel in
14 the near future.

15 So I think this solution is too late, too
16 expensive. It's the wrong thing to do.

17 I think there must be a better solution.
18 Many cities in this world get along and provide the
19 efficient movement of people. The priority is to move
20 the people and the freight, not to move the vehicles. I
21 believe that in the case of freight, and to move the
22 freight with heavy trucks, is there anybody here that
23 enjoys sharing the roadway with one of those big trucks?
24 I don't know of anybody.

25 I think we need to go in the direction of

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Response

T7 - Julian Powers (Cont.)

5. The build alternatives provide for High Occupancy Vehicle Lanes and park and ride lots.

DOT/NORTH/SOUTH FREEWAY

1 rail movement of freights, especially long distance.
2 There are innovations which allow freight to be held on
3 railroad, removed and very quickly attached to a truck
4 for the local deliveries. Five thousand of those special
5 trailer convertible cars are under construction in the
6 eastern part of the United States.

7 There's a lot of things happening in the real
8 world. Let's talk now about why do we need a North/South
9 Freeway? The answer is both freight and people.

10 Well, I touched on freight very briefly.
11 There's not much time, so I've got to hurry.

12 Let's look at people. A lot of people going
13 north/south are in single occupancy vehicles. In this
14 area 75 percent of people going to work drive by
15 themselves in a car, and that is not energy efficient,
16 economically sensible or environmentally friendly.

17 Why can't we provide some form of public
18 transit to allow the people that can to ride the public
19 transit and have the available streets available for
20 people that indeed require their vehicles.

21 We will never in this country get away from
22 the need for a private automobile. We are giving too
23 much importance to it. There are a number of studies
24 that say in the United States the annual subsidy for
25 motor vehicle use is between four hundred billion dollars

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